

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Economy & Planning
		FAO::	Jenni Perkins
Our Ref:	ET/DC/P/2024/0082 Re-consult 2	Your Ref:	P/2024/0082
Date:	24/01/2025		

TOWN AND COUNTRY PLANNING ACT 1990

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PARRYS RETAIL FURNITURE WAREHOUSE MOLD ROAD GWERSYLLT WREXHAM
Grid Ref: E 331973.48 N 353074.86

I refer to your consultation / email dated 22/02/2024 in respect of the above and reconsultation email 18th Dec 2024.

We understand that the applicant proposes to use the former warehouse for working on up to 20nr vehicles on a daily basis, driving the vehicles from the Toyota Garage in Bradley, and the trips will be spread over the working day.

The site has been purchased by Toyota to alleviate parking and congestion issues at the Bradley showroom and garage on Mold Road. There would be no customers visiting the site.

The site is adjacent to the classified A541 Mold Rd, and connected to this road by Hardwick Drive, which whilst not being shown as adopted yet, is used as a public vehicular access/residential and commercial access road, and may be adopted at some stage.

Using the same references as the applicant's agent's email I note as follows:

- 1. The suggested hours of operation are acceptable to the applicant.** Noted
- 2. The applicant can provide assurance that neither staff parking nor customer parking will spill out beyond the red line.** This may be provided and confirmed with best intentions, but is it possible to condition any Decisions accordingly, providing commitment that can then be enforced?
- 3. The applicant is happy to accept a max of 20 customer cars per day being driven to/from the site.** Noted
- 4. All cars are driven to the site (none arrive on a wagon).** Noted, however, is there provision for HGV turning, should the site be used by others in the future? If there is a limit to the size of vehicle that can access and safely turn within the site, then perhaps a

restriction should be applied? For example, can an articulated wagon access and turn around safely within the development.

- 5. I note the request to provide a drain, however the access track is not owned by the applicant, it is owned by Ollerton Estates. Reluctantly accepted.**

Unless an amended plan has been provided the following queries remain, however these could be incorporated into a conditional approval to be agreed within say 2 months:

- Refuse collection details,
- Lockable cycle storage, facilities for lockers and changing,
- External lighting and safe pedestrian to and from the entrance, in the dark



On behalf of The Chief Officer, Environment & Technical

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Appendix

Highways Development Control Standard Advisory Note

In the interests of maintaining highway safety, and to avoid obstruction of the public highway (in contravention of the Highways Act), The Applicant is advised to coordinate with the highway authority at highwayroadworks@wrexham.gov.uk in advance of commencement of the development/works with respect to:

- 1. Skip, scaffolding, hoarding or A frame/signage (Permit required for these items, if on the public highway);*
- 2. Use of a parking space for a set down/delivery area;*
- 3. Record a dilapidation survey of the adjacent carriageway prior to commencement (to avoid being ask to repair damage by the Applicant whilst carrying out their works);*
- 4. If any lane closure or obstruction of the highway is required for a crane or similar;*
- 5. Protection against dust and debris blowing onto the public highway*
- 6. Construction traffic parking locally avoiding nuisance to others;*
- 7. If the Applicant's scope of work includes new apparatus in the highway, such as new mains services then a Section 50 licence will be required. Insurances and demonstration of competency to carry out works in the public highway will be required.*
- 8. Lowering of kerbs or minor pavement alterations require Section 184 agreement. Insurances and demonstration of competency to carry out works in the public highway will be required.*
- 9. A section 278 agreement works agreement is required for more significant alterations to the existing highway*
- 10. Any temporary works affecting traffic lights, [pedestrian/cycle road crossings, or bus stops require pre-planning and permits;*
- 11. For applications with a private driveway (either existing or proposed) connecting onto the public highway, the following conditions of approval apply:*

- *No surface water from the applicants site should be allowed to drain onto the public highway,*
- *The first 5m* minimum (for residential property) should be hard paved, avoiding gravel or loose chippings form spreading.*
- *No gate should be built in a location where it would result in a car obstructing the highway whilst being unlocked, and it should not swing out and over a pavement or any other part of the highway.*

**The hard paved length and set back if required is subject to the applicants proposed vehicular length*

The applicants should allow a minimum of 4 weeks' notice for any of the above standard requirements, and 6-8 weeks for lane closures & road closures (lead times may change without notice subject to workload and complexity). Any works involving Trunk roads should be coordinated separately and directly with the North & Mid Wales trunk Road Agency. For larger sites with a significant impact upon the highway, a Construction Traffic Management Plan will be required.